Lamut, Goldi

Transbaykal Buryat, who have gone over to agriculture and are living among the Russians, are under this influence. Nevertheless their intelligence and their self-consciousness, qualities which have always been praised in them, create for them again and again a position of their own, and expression is given to this in the autonomous soviet republic and in the two national districts. 563 177

The Tungus or Evenki, as they are now named in Soviet literature, are to be encountered in all of east Siberia. Their entire number is estimated at 75,000. Of these the real Tungus, with about 30,000 people, live in an extended national district /okrug?/ west of the Yakut ASSR on the right side of the Yenisey. The main part of the remaining Tungus, who are divided into numerous small and very small splinter peoples, live in the far eastern area. To them belong the Lamut, Goldi, Olcha, Orok, Orochi, Orochon, and other smaller tribes. The Lamut, whose name is taken from the Tungus word "lamu," "the sea," live widely scattered over the entire Okhotsk coast, the upper basin of the Anadyr', and are also represented on Kamchatka. Their entire number undoubtedly cannot exceed 3,000. Only a small part of them occupy themselves with reindeer breeding. Most of them are sendentary and have fixed settlements at river mouths on the sea, where they apply themselves to catching fish and in addition are also active as hunters and dog breeders. The Lamut can be designated as sea or coastal Tungus. Their ethnology has been studied very little. Much better known are the Goldi. They live in the region of the confluence of the Amur and Ussuri and are also scattered in the valley of the Ussuri and in Sikhote-Alin'. They are settled most thickly in the valley of the Amur below Khabarovsk. Among the Goldi the Mongolian racial marks are very strongly apparent: jaw and cheek bones stand out, the nose is broad and low, hair is black and straight. They used to make their clothing in part from fishskin, and it is for this reason that they were named "Yupi-tadsy," i.e., barbarians in fish clothing, by the Chinese. At present this national costume of the Goldi has been completely displaced by clothing of Russian or Chinese origin. The Goldi occupy themselves exclusively with fishing, hunting, dog breeding, and trapping. A supply of fish is dried in the air for winter and serves then as nourishment for man and dog. /106/ Usually the fish are cooked, but in the summer they also eat them raw. They regard as delicacies raw marrow and the liver of the isiubr stag. The wagon is unknown to the Goldi as a means of transportation. In summer they use a birch bark or board boat, and in the winter dog sleds. 101 563 [142] [291] [262] [493] [501]

Gilyak, chukchee

101 563 [342] earth dwellings must have been the original winter dwelling of the Paleoasiatics. Even today the Gilyak on the northern coast of Sakhalin live in such earthen caves. The Gilyak on the Amur live at present in primitively built Chinese mud huts. The summer dwelling consists of a tent built on poles partly for protection against floods and further for reasons of better /108/ ventilation. This type of pile dwelling is [171] not to be encountered among any Tungus people; it, however, still exists today among the Kamchadal, who are likewise a Paleoasiatic people. The sole domestic animal is the dog. The Gilyak dog sled, [493] the narta, is built out of birchwood and is very light. The dogs are not harnessed in pairs but individually, and they don't pull with their [262] chest but with their neck. The main food of the Gilyak is fish dried in the air, which they name "ma." Today they also use the same word for bread. They like very much to eat dog and bear meat too. [441] A few decades ago they still were using only bows, arrows, and lances for hunting. Even today they wear on the right index finger--now, of course, as decoration--a metal ring, which formerly served to pro- [583] tect the finger from the stretching of the bow. Group marriage was still customary among the Gilyak in 1905. In their spiritual life, [776] worship of the bear plays a large role: this is a common mark of all Paleoasiatic peoples. Worship of the bear is also practised among the Tungus, but not so markedly; and even among the Russian occupants of the taiga this custom has not remained without influence. Of the Ainu only a part live on Sakhalin; the great majority live on the northern Japanese islands.

The Paleoasiatics in the northeast fall into two groups. The western group consists of the Chukchee, Koryak, and Kamchadal, who are closely related to one another; the eastern group consists of the Asiatic Eskimo and the Aleut. When the Russians first encountered the Paleoasiatic peoples here in the far north, they were still in part on the cultural level of the Stone Age and used stone hachets, stone knives, and weapons with bone points. Even today they show many ancient traits.

The Chukchee or Luoravetlan occupy the peninsula named after them. Some of them are settled on seacoasts and pursue fishing and the hunting of sea animals; some, living as reindeer nomads, [342] traverse the tundra-covered peninsula. A large pointed tent with a round base serves as a dwelling for both groups. It consists of poles placed together and covered with reindeer skins or walrus hides; on the outside down below they are weighted down with stones. The

509 and Vladivostok. An important line leads from Ulan-Ude to Ulan Bator in the Mongolian People's Republic with a stop en route in Kyakhta. Khabarovsk can be named as the special center of air transport. From here the air lines go the north. Regular flights are made to Komsomol'sk, Okha and Aleksandrovsk on Sakhalin, then to Ayan, Okhotsk, Petropavlovsk on Kamchatka, and Anadyr' in the extreme northeast. However, the air transportation also performs purely economic tasks. Thus regular flights are made to the gold fields on the upper Barguzin from Ulan-Ude and to the gold regions on the upper Vitim (Taipikan) from Chita. Also the polar stations along the coast of the Arctic Ocean are supplied by airway. Beyond the regular lines, occasional flights are also made into the remotest regions. In the summer seaplanes are also used; they fly along the great rivers and can go down on the water at all times and everywhere. In winter, on the other hand, airplanes are used which are equipped with gliders /Gleitscheinen/ which enable the planes to land on slick ice and snow surfaces.

/195/ Tranportation of the North

489 The vastness and the slight population of the entire vast north has made it unnecessary to build routes apart from some few overland roads; and accordingly the entire area can be designated as without routes of any kind. Traffic here is accomplished within moderate limits on natural routes through the forests, on narrow paths through the mountains, and in the open tundra areas via the open plains. As a consequence of the great dampness and the heavy formation of swamps, all forms of land transportation cease in summer in many places, and transportation is then limited to boat traffic on the rivers, which during this season offer the best means of transportation. Many localities are often cut off from the outside world for weeks and months. The transportation of goods is completed primarily in the winter, which constitutes the main traffic period for the entire north. These pathless regions begin already in the northern part of the Amur region, and in the Amgun area even reach the Amur itself. Characteristic [493] for these regions is the sled as the main means of transportation, while the characteristic draught animal is the reindeer or dog, or less commonly the horse. These are means of transportation such as have been developed by the native Tungus and Paleoasiatics; and they have to be used also by the Russians for trips and for the transport of goods, because in the present state of development there are just no other possibilities for transportation.

possibilities for transportation.

The sleds are very lightly built and represent true works of art. 493 The extraordinary performances in building such a "narta," as the sleds are named, consists in the fact that the only tool employed is a knife. No nails or glue are used; only simply cut wooden pegs and straps. There results from this an extraordinary elasticity, which also comes from the birch wood which is the primary material used. The type of narta for dogs is usually 2.70 to 3.00 meters long, 50 centimeters high, and 60 centimeters wide. In the runners, which are approximately 10 centimeters wide and 3 to 4 centimeters thick, there are on either side supports, which have cross-connections. On these connections thin boards are fastened lengthwise, and these boards form the floor of the narta. The front and back ends of the runners are bent up high and attached to a horizontal wooden arc, which has the same height as the boards and which forms the outer edge of the narta. The pulling straps are fastened to the front arc. The traveler either sits sideward on the narta with his legs hanging down or lies down on the sled with his legs stretched out behind him. The narta 492 has 11 to 15 dogs put to it, the number of dogs always being uneven. At the head runs the lead dog, who understands the orders of his master, who is clever, who is distinguished by his good orientation. Rescue from some danger in the vast widerness is often due to the lead dog. The other dogs are tied in pairs to the drag line. The dog wears the pulling strap around his neck, but the strap is so arranged that the dog pulls with his chest. In order to prevent wear by rubbing /196/ the straps are wrapped in fur. So that the individual dog can't break loose sideways, each dog wears in addition a neck band which is likewise fastened to the pulling line with a light chain or a strap. A freight narta can be loaded with 2.0 to 4.5 centners. Lighter narta, which serve passenger traffic more, can as a rule not be loaded with more than 2.5 centners including the weight of the traveler. A narta with a load generally covers 4 to 6 kilometers in an hour, but with only one traveler and a team of 13 to 15 good dogs a narta can cover 10 to 12 kilometers, indeed even up to 16 kilometers in an hour. With one and the same team of dogs one can with good care cover a stretch of 500 kilometers without needing to take very long rests. Castrated dogs are usually used as draft dogs; female dogs are used only rarely since they often get sick and have only slight endurance.

Of greatest importance for the carrying out of a trip is the sled leader, the "kayur." He is no driver in the usual sense. Either he stands with one leg on the sled runner and lets the other leg dangle in

492 in the air, or he constantly runs along beside the dogs, getting their harnesses in order or helping the dogs pull the narta up a hill. He is almost constantly in conversation with the dogs, whom he spurs on with flattery or also scolding words. The dogs love to be talked to. The kayur knows his dogs and his dogs know him. It is very difficult to travel with strange dogs.

The dogs are guided only by the words of the leader or with the help of the "ostol," a 1 to 1.5 meter long birch stick. Very very seldom is this stick used to spur the dogs on. Sometimes the ostol is used to prop the narta, sometimes it is used to stop the sled in order to avoid a collision with a tree. In the forest the kayur must always be on the lookout that a bird or a wild animal does not jump out from between the trees and frighter his dogs. Then the dogs rush away, and the traveler, if he falls off the sled, is lost in the vast wilderness.

A light type of narta is used as a reindeer sled in the entire coastal area of the east. These sleds differ substantially from the clumsy, heavy sleds of the Samoyed. In type of construction and in [493] lightness this reindeer sled is like the dog sled, only the reindeer sled is higher, wider, and shorter. Usually only two reindeer are used on light trips, and in such a case the pulling line is not fastened to the front bow of the sled but rather is only drawn through it so that the two animals are forced to use the same strength in pulling. A narta with two reindeer put to it carry a load of 4 to 5 centners. For the transportation of yurts or heavy burdens large nartas are used, which are pulled by 3 or 4 or even more animals and which can carry loads of 8 to 10 centners.

Under the same conditions the reindeer narta is as a rule preferred for longer trips, since the animals provide for themselves en route, while /197/ food for the dogs, fish as a rule, has to be taken along. Travel is very difficult with loose, deep snow since the animals sink into the snow and cannot go forward. In such cases the kayur goes ahead of the sled on broad Koryak snowshoes in order to tread down a path for the draft animals--dogs and reindeers.

A trip with a narta does not belong among the pleasures of life, as a trip by sled is depicted by the European. The trip is full of anguish when the land is uneven or when the wind has covered the plains with hard snowbanks. The narta is often thrown over, the kayur who wants to help falls down, the dogs whimper and howl because they are caught under the narta, the waving back and forth and the hard bumps cause headaches and nausea.